

**IN THE SPECIFICATION:**

Please amend the specification as follows:

Paragraph beginning on page 4, at prenumbered line 17, has been amended as follows:

Referring also to FIG. 2, since the friction section (12) used by the brake disk (1) of the present invention for forming friction resistance function with the brake surfaces is in a structural state of having the first brake surface (121) and the second brake surface (123) clamped a heat sink (122) with adequate bay; wherein the superposed and composed structural state, the first brake surface (121), the second brake surface (123) and a heat sink (122) are connected by several heat sink ribs (124), furthermore, several heat sink holes ~~(125)~~ (126) are formed along the first brake surface (121), the second brake surface (123) and the heat sink (122); therefore, when the vehicle is braking, the high temperature generated by friction not only can be dissipated outward through the heat sink holes ~~(125)~~ (126) formed by in the first, the second brake surfaces (121, 123) and the heat sink ribs (124), the excess temperature can also be transmitted to the middle heat sink (122), and efficient heat dissipation function is provided by the heat sink (122) thereat, such that the temperature of the first and the second brake surface (121, 123) on two sides can be reduced rapidly to obviate overheat and deforming, furthermore to prevent the brake disk (1) from the danger of softening and brake ~~loosing~~ loosening of the brake band caused by overheat; more especially, the entire brake disk structure allows the practical increasing of decreasing of the number of the heat sinks between the first brake surface and the second brake surface according to the permitted specific dimension regulation for producing more efficient heat dissipation.